

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Supplementary Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 154

Program: Pay Parking on National Land

Division/Agency: National Capital Authority

Topic: Additional Estimates – Profit and Loss figures

Proof Hansard Page: 137 – 138 (19 October 2015)

Senator Bullock, Joe asked:

Senator BULLOCK: You will remember that at the last estimates I raised a question that I had raised at the previous estimates where I had been looking at the budget papers and trying to work out whether the paid parking arrangements showed a profit and to see the year-by-year capital works cost, administration cost and revenue. Now I have got your answer to that here somewhere, and it suggests to me that through the additional forward estimates your revenue is going to be \$7 million. I do not know how that breaks down year by year but the revenue is \$7 million over the forward estimates.

You say you have received funding over the forward estimates through administration capital works of \$10.8 million in 2013-14 and \$20 million in 2014-15 and that is \$30.8 million. I cannot break down the difference between administration and capital works. You are going to make \$7 million over the forward estimates, and it is going to cost you \$30.8 million. Except when I read on it says, 'The difference between the administered revenue of \$108 million and the revenue returned to the government of \$69.2 million reflects the cost of installing and operating the scheme.' And when I take \$69.2 million off \$108 million I get \$38.8 million so the cost of installing and administering the scheme could be \$38.8 million. Although, you have received funding for \$30.8 million so there is \$8 million difference there against the \$7 million in revenue over the forward estimates.

Mr Snow, could you please set out for me year by year over those years that were in question—2013-14 through to 2017-18—the capital works cost, the budget for each year, the actual and foreseen administrative costs for each year and the actual and foreseen revenue for each year, so I can get my question answered. Three times, Mr Snow—I will pursue this until I find out whether or not this is a profitable exercise, what the capital costs are year by year, what the administrative costs are year by year and what the revenue is year by year. And, by golly, you will answer this question!

Mr Snow: I will ask Ms Badger to provide some information. You are asking for some further information, which I am very happy to take on notice—

...

Senator BULLOCK: I want it broken down each year: capital cost, administrative cost and revenue.

Ms Badger: Yes, we can do that. I can tell you what it is now or we can send it through to you, but without referring—

Senator BULLOCK: I will take it in writing because I want it to be crystal clear.

Ms Badger: Sorry?

Senator BULLOCK: I would rather have it in writing both in the interests of the expedition and so that I have got it to frame!

Ms Badger: I will take it on notice. Can I correct you on the first one where you said we only made \$7 million. We put the first sentence on the answer there. The estimated administered revenue is \$108 million. That \$7 million that is generated through the additional car parks is what is relevant when you are looking at this interim measure from this document.

Senator BULLOCK: I took it that \$108 million was all of your—

Ms Badger: Yes, it is \$108 million over the forward estimates.

Senator BULLOCK: I was only looking at your car parking revenue. I am only interested in your car parking revenue.

Ms Badger: No. You want the whole lot. You want the car parking, infringement revenue—everything?

Senator BULLOCK: No.

Ms Badger: Just the tickets? Okay. Infringement revenue is a significant part of the scheme. You get ticket sales as well as the infringement revenue.

Senator BULLOCK: Don't tell me that the infringement revenue out-polls the ticket sales by 101 to seven?

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Ms Badger: No, it does not out-do it by that much. But you have to look at both, because it is a scheme in its entirety.

Senator BULLOCK: If you would like to break the revenue down for me, that would be giving me more than I asked for. Perhaps it would be just reward after the wait.

Ms Badger: Okay. I will do that.

Answer:

The total estimated administered revenue for ticket sales and infringements for the financial years 2014-15 to 2017-18 is \$98.2 million. This comprises an estimated \$86.5 million in ticket sales and estimated \$11.6 million in infringement revenue.

The NCA will receive over the forward four years the following levels of funding:

- Administered operational for administration of pay parking \$9.5 million;
- Departmental operational for car park maintenance \$6.4 million;

Total operational budget allocation of \$16 million

- Administered capital for car park build and upgrades to commence pay parking \$8.9 million;
- Administered capital for car park upgrades \$3.8 million;
- Once off Departmental capital to set up pay parking internal systems \$0.15 million;

Total capital budget allocation of \$12.7 million

The total projected expenses over the four years are \$28.6 million. Revenue returned to the Government after expenses over the four years is \$69.5 million.

The table below shows the NCA's pay parking Revenue and Expenses for the financial years 2013 to 2018:

Pay Parking	2013-14 ⁶	2014-15	2015-16 ⁷	2016-17	2017-18	Total
	Actual	Actual	Budget	Budget	Budget	
	\$000	\$000	\$000	\$000	\$000	
Administered						
Revenue - Ticket Sales ¹		\$ 12,471	\$ 24,286	\$ 25,491	\$ 24,286	\$ 86,534
Revenue Infringement ¹		\$ 1,502	\$ 3,181	\$ 3,372	\$ 3,574	\$ 11,629
Total Revenue¹ (Ticket Sales and Infringement)		\$ 13,973	\$ 27,467	\$ 28,863	\$ 27,860	\$ 98,163
Expenses²						
Administered Expense		2,519	2,282	2,332	2,381	\$ 9,514
Departmental Expense	145	1,366	1,594	1,657	1,680	\$ 6,442
Total Operational Expense	\$ 145	\$ 3,885	\$ 3,876	\$ 3,989	\$ 4,061	\$ 15,956
Capital						
Capital Administered - Car park upgrades	5,624	3,817	1,005	1,027	1,048	\$ 12,521
Capital Departmental - Internal systems to implement pay parking	150					\$ 150
Total Capital Expense³	\$ 5,774	\$ 3,817	\$ 1,005	\$ 1,027	\$ 1,048	\$ 12,671
Total Pay Parking Expense⁴	\$ 5,919	\$ 7,702	\$ 4,881	\$ 5,016	\$ 5,109	\$ 28,627
Administered Revenue returned to the Government ⁵	-\$ 5,919	\$ 4,769	\$ 19,405	\$ 20,475	\$ 19,177	\$ 57,907

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Supplementary Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Footnotes:

All amounts are GST exclusive.

- 1. The revenue is collected as Administered and transferred to the Consolidated Revenue Fund on a daily basis. The revenue figures include both ticket sales and infringements. Infringement revenue includes a price increase each year, whereas ticket sales are at the base rate of \$12 per day and \$2.50 per hour.*
- 2. Expenses include administered operational, departmental operational, administered capital and departmental capital. Expenses to administer pay parking include bank merchant fees, administration of parking infringement notices, cash collection fees, payment gateway fees, prosecution fees and contractor fees.*
- 3. Capital expenses include supply and installation of ticket machines and car park upgrades.*
- 4. The NCA will manage its pay parking activities in accordance with the available funding.*
- 5. This line shows annual revenue returned to the Government after deducting all expenses.*
- 6. 2013-14 financial year has no revenue recognised against it as the scheme commenced on 1 October 2014. The funding received of \$5.919 million was to commence the setup of the pay parking scheme.*
- 7. The end of year forecast/projections is that the revenue returned to the government and expenses will be tracking very close to the available budget funding. The current projection of the net revenue returned to the Government is \$20.2 million versus a budget of \$19.4 million.*

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Supplementary Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 155

Program: Works Approval Fees

Division/Agency: National Capital Authority

Topic: Enlighten

Proof Hansard Page: 140 (19 October 2015)

Senator Gallacher, Alex asked:

Senator GALLAGHER: So what is the cost for Enlighten?

Mr Smith: We would have to take that question on notice.

Answer:

The National Capital Authority charged the organisers of the 2015 Enlighten event a total cost of \$7,093.

This charge was comprised of:

- \$25 in Works Approval fees;
- \$5880 for the exclusive reservation of 35 car spaces for 14 days in the Questacon car park at \$12 per space, per day (for the Enlighten site compound); and
- \$1188 for the exclusive reservation of 11 car spaces for 9 days in the Questacon car park at \$12 per space, per day (for the Night Noodle waste compound).

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 156

Program: Capital Metro Light Rail Project

Division/Agency: National Capital Authority

Topic: Northbourne Avenue Boulevard

Proof Hansard Page: Written

Senator Gallagher, Katy asked:

The National Capital Authority has expressed concerns about the image of the Northbourne Avenue Boulevard when construction begins on the Capital Metro Light Rail project, and there has been subsequent reporting that your agency's views have softened. What is the NCA's current position on this issue?

Answer:

The National Capital Authority (NCA) is working with the ACT Government to ensure that the Civic end landscape qualities of Northbourne Avenue remain appropriate to its role as the gateway to the National Capital.

The NCA will undertake a detailed assessment of the final proposal to ensure the landscape and urban design proposals are of an appropriate standard.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Supplementary Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 157

Program: Capital Metro Light Rail Project
Division/Agency: National Capital Authority
Topic: Russell, Parliamentary Triangle Extension
Proof Hansard Page: Written

Senator Gallagher, Katy asked:

Does the National Capital Authority see merit in Capital Metro extending past its current stage of Gungahlin to the City and extending to Russell or other parts of the Parliamentary Triangle?

Answer:

The National Capital Authority (NCA) supports greater use of public transport and active transport initiatives across the Central National Area.

The NCA will continue to work with the ACT Government in relation to any proposed light rail extensions.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Supplementary Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 158

Program: Capital Metro Light Rail Project
Division/Agency: National Capital Authority
Topic: Overhead Power Lines
Proof Hansard Page: Written

Senator Gallagher, Katy asked:

Would it be a requirement of the project, in order to gain NCA approval to have no overhead power lines like what has recently been reported in the Canberra Times? If so, why is that a requirement?

Answer:

The National Capital Authority (NCA) advised the ACT Government that it is a requirement that light rail on National Land must utilise wireless technology.

The NCA established this requirement to ensure that the urban design qualities and heritage values of the National Triangle are not aesthetically compromised by engineering infrastructure associated with the light rail.

In making this decision the NCA noted that catenary free technology has been in use since 2003 and will be implemented in Sydney as part of the introduction of light rail along George St.